

ARMY AND NAVY CHRONICLE.

Published by A. B. Claxton & Co., at \$5 a year, payable in advance.

VOL. VIII.—No. 2.] WASHINGTON, THURSDAY, JANUARY 10, 1839. [WHOLE No. 210.

FOREIGN MISCELLANY.

EFFECTIVE FORCE OF THE RUSSIAN ARMY.—

The Russian army consists at present of the following corps:—The Imperial Guard, composed of six divisions, three cavalry and three infantry. Of these there are twelve cavalry and twelve infantry regiments, one battalion of sappers, one of marines, one of chasseurs, one of veterans, four of horse artillery, and twelve of foot artillery. The Grenadier corps is composed of one division of light cavalry, consisting of four regiments; of three divisions of infantry, made up of twelve regiments; of two batteries of horse artillery, and fifteen of foot artillery. The regiments of the Guard consist of seven squadrons of cavalry, and three battalions of infantry. The six corps of the line are composed each of one division of light cavalry, made up of four regiments; of three divisions of infantry, each of four regiments, two of a regiment of four active battalions; in all twelve regiments, besides two batteries of horse-artillery, and two of foot artillery; the total of the six corps of the line consists of twenty-four regiments of light cavalry, seventy-two of infantry, twelve batteries of horse-artillery, and ninety of foot-artillery. Of the third corps of cavalry of reserve, each corps has two divisions, and each division four regiments; making a total of twenty-four regiments, and twelve batteries of horse-artillery. The two reserve corps of the line are formed each of three divisions, and each division is composed of twenty-four battalions. The corps of the Caucasus consists of one regiment of dragoons, three divisions of infantry, and sixteen batteries of foot-artillery. The corps of Orembourg is formed of one division of infantry of sixteen battalions, and the same number of batteries; the corps of Siberia of one division of infantry; the corps of Finland of the same. The troops of the Interior consist of ten battalions of sappers, fifty battalions of home militia, and one division of horse-artillery, composed of nine batteries. Of Cossacks there are stationed in different countries one hundred and forty six regiments. The Russian territory has been militarily divided into two parts: the first consisting of the distant provinces, thinly peopled, has been condemned as a recruiting district, it furnishes no men to the army; the other, formed out of the centre of the empire, of thickly inhabited tracts, supplies the country with all its soldiers. From this arrangement it results that the army is recruited out of a population of forty millions of natives, and that the limits of the territory within which this recruitment takes place are not too distantly removed from each other to admit of an expeditious formation or renovation of a military force. The army arising out of the above-mentioned population has been organized into regiments of six battalions; a seventh skeleton battalion is always stationed in the recruiting districts to receive and discipline young soldiers, and afterwards to hand them over to the reserve battalions. Four battalions of each regiment belong to the active force of the country. Four regiments, that is, sixteen battalions (two battalions from each regiment being deducted), form a division, three divisions a corps; and there are six corps at present complete and effective. The fifth and sixth battalions of twelve regiments form a reserve division. This division consists, consequently of twenty-four battalions; three divisions of reserve constitute a reserve corps. One thousand men form the complement of an active battalion. The number of a reserve battalion is completed in the time of peace by five hundred men. The corps of grenadiers, and that of the guards, constitute each a noble *corps d'armee*. The

Cossack regiments not included in the above organization contain eight hundred men each.—*Marshal Marmont's Travels*.

RUSSIAN NAVAL MOVEMENTS.—On the 20th Sept. a fleet, composed of three ships of the line, five frigates, and nine smaller vessels, sailed from Sebastopol, under the command of Admiral Lazareff. Some say that this force is bound for Trebizond, where the Russians are about to form an establishment; others, that some English merchants having made numerous shipments of warlike stores for the coasts of Circassia, this fleet is to counteract this operation. The fact is that the fleet has steered for the Circassian coast for the purpose of bringing back into winter quarters the troops which have been in active service during the summer. No new expedition against Circassia will be undertaken before the spring. The armaments in the south of Russia are still continued; upwards of 100,000 men are ready to march at the first signal, and a much more considerable force will shortly be prepared for service. The accounts in the foreign Journals of the resignation of the Governor Generalship of Bessarabia by Count Woronzow are erroneous; he still remains in possession of his high office.

THE RUSSIAN NAVY. As the attention of England is now particularly called to the projects and intentions of Russia, it may not be amiss to state a few facts concerning the state of the Russian navy. The present Emperor, immediately on ascending the throne, devoted his particular attention to his navy. Old and disabled officers were removed, and active men appointed. The dockyards of St. Petersburg were inspected weekly by him; the finest Kassar timber was floated down, of which now there is an immense store, well seasoned; the oak is of inferior quality. The yards were filled with builders, models of the finest ships, brought from England, France, and America, and French and English artisans engaged; and now Nicholas has forty-two sail of armed ships in the Baltic, constructed after the most approved models, well officered and manned, and go through their manœuvres to the astonishment of many of our naval men; they are all officered by Russians, of whom several have served in our fleet. All the Englishmen in the service have been placed out of active command; the guns have percussion locks, and they fire with great rapidity and precision; they are almost wholly manned from the governments of Archangel and Olonetz. Menschikoff, an active, enterprising officer, is the Minister of Marine. In the Black Sea there are about thirty-six sail of armed ships, of which eighteen are line-of-battle ships. Admiral Lazareff, a distinguished officer who served long in our navy, is the commander-in-chief: he superseded our countryman Greig, who, for private reasons, was removed from the command. The Baltic and Black Sea fleets have been exercising all the summer, the former in the Baltic, and the latter off the Circassian coast, on which coast, two months ago, four line-of-battle ships and several smaller vessels were wrecked and their crews killed by the Circassians. There are two dockyards in St. Petersburg, and one above the city at Ochta, but there only frigates and smaller vessels are built; they are now building several line-of-battle ships, and one of 120 guns is ready to be launched. The dock-yards men all belong to the government; they receive 12 rubles per annum wages, fed, and clothed. The timber comes from the government forests, the iron work is supplied from the government establishment at Col-

pena, not far from Petersburg, so the expense of building is trifling compared to the cost of our ships. At Colpene all the government steamers are built, of which there are about twelve in number. This establishment is under the direction of an enterprising and worthy Englishman, General Wilson. The largest dockyard in the Black Sea, is at Nikolaeff, and another one in the Crimea. Mr. Upton, an English engineer, is employed in enlarging the dockyard, building basins, and dry docks.—*London paper.*

THE RUSSIAN FORCE IN THE BLACK SEA.—We have reason to believe that the Government has received despatches from Lord Ponsonby, the British Ambassador at Constantinople, dated the 13th ult., which mention the important fact, that the Russians had collected a very large naval force in the Black sea, and that they were daily expected at Constantinople. Our ambassador had sent pressing instructions to the British admiral at Vourla, to hold the fleet in readiness for any emergency that might arise. It was confidently expected at Constantinople, that if the Russian fleet should enter the Bosphorus, and anchor before the capital, the British admiral would be ordered to pass the Dardanelles and closely watch them.—*Ibid.*

RUNJEET SINGH'S ARMY.—Runjeet Singh's regular infantry consists of 18 regular battalions, each about 800 strong, equally well appointed as the company's troops. Their arms are of Lahore manufacture, and quite equal to those furnished from our own arsenals. The infantry wear scarlet coatees of the French cut, with green lappelles, and worsted epaulettes. The belts are of black leather. The battalions are formed after the old fashion, in three ranks; they march steadily, and in the common movements of changing front, retiring by battalions in echelon, forming squares and deployments, seem to work well together. The word of command is given in French, and is well understood by the native officers. The independent firing of squares is wanting in animation, but the platoon firing is exceedingly steady and creditable. The Sikh soldiers are fine robust men, and have a very imposing appearance. Every battalion is commanded by a native colonel, and each of its eight companies has three commissioned officers, besides the usual proportion of non-commissioned. Tents are furnished to the battalions when in the field, as well as an establishment of artificers; but medical attendance is not provided by the State. The discipline is rigid and severe, the rattan being liberally administered for trifling offences; still, however, the service is generally popular. The monthly pay of the Sepoy is seven rupees, with a ration of dhall and flour when on actual service. The irregular infantry are in numbers about 12,000, but with the exception of two gallant Goorka battalions, are a turbulent, ill-appointed rabble, valueless as soldiers.

Runjeet Singh's horse-artillery muster 50 brass guns of calibre, varying from 6 to 12 pounders, whose carriages are stout and serviceable, though of the clumsy old school pattern. The guns have elevating screws, and are kept in excellent order by the men who are said to be attached to them with all that superstitious feeling of reverence inherent in native Golumdanze. The horses of the artillery are inferior, and the harness is decidedly bad. In movement they seldom exceed a trot, and had no idea of horse-artillery keeping pace with cavalry till they witnessed the rapidity of our horse artillery movements. The artillery are usually divided amongst: he infantry brigades, in the proportion of four guns to a battalion. The men are smart, well-dressed, and remarkably quick in serving their guns. The foot artillery are only employed in garrison duties. The dromedary corps have large swivels on revolving pivots fixed to their saddles. This corps strongly re-

sembles one formerly in our service. The men are richly dressed in long scarlet coats, and their housings are of the same color. Each Suwar is armed with sword and pistols.

The cavalry is Runjeet's favorite arm, and he has spared no pains to make it efficient. The total strength is estimated at 40,000, or thereabouts, of which 4,000 only are regulars. They comprise two regiments of lancers and six of dragoons; disciplined according to the French system by Monsieur Allard, a distinguished officer of the imperial army. The regular cavalry are well mounted and equipped, and in large bodies work well together. The dragoons are fine men, armed with long carbines, pistols and swords. Their appointments are of black leather, with jack boots. Clothing scarlet, with green facings, and close-fitting steel helmets of the Roman pattern. The lancers are dressed in blue, with scarlet facings, and a profusion of lace; have high cloth caps, and are armed with long lances 12 feet in length, surmounted with the tri-colored flag. The Ghorechurras, or body guard, 2,000 in number, are the best mounted of the Sikh cavalry. To them is entrusted the safety of the Rajah's person. They are excellent swordsmen, and equally expert with the matchlock and lance. Their dress is superb, being an under tunic of padded crimson silk, over which is worn ornamental chain armor of the most beautiful workmanship, covering almost every vulnerable part. The head-dress, a conical turban of bright yellow silk, surmounted by a brazen head-piece, from which the chain armour descends, and is crowned by long waving heron plumes. The horses are splendidly caparisoned, and armed at all points with brass mail. The appearance of this body in full costume is grandly picturesque, and when careering, with their long spears couched, they resemble the knights of ancient times preparing for a tournament. Runjeet's irregular cavalry in appearance much resemble the irregular horse in our own service; they are divided into bodies of about 300 each, commanded by Jagheedars; chiefs who hold a district under the tenure of military service. Several of these bodies are again commanded by Sikh Sirdars, after the manner of brigades. These horsemen are only formidable from their numbers, and cannot be considered as soldiers, from their total want of discipline. They are much on a par, in short, with certain of our allies, in allusion to whom a distinguished officer, in days of yore, declared, that he would rather fight such fellows than pay them.

In a physical point of view the Sikhs are some of the finest men in India; they are generally of lofty stature, and great muscular power; they are likewise endowed with hardihood and energy far superior to the natives of Hindostan, and are more free from the prejudices of caste. Their moral qualities are, however, less to be admired.—*Oriental Herald for Dec. 1.*

RUMOURS OF WAR IN INDIA.—We have been favoured with an extract from a letter received by a gentleman in Liverpool, by the last overland despatch, which gives an extremely gloomy account of pending operations in India. It is dated Madras, July 23. "There is every prospect of a general war in India—there are strong rumours abroad. The armies of the three Presidencies are preparing for the approaching struggle, and it is generally believed that an order has already been given by the Supreme Government, to encamp an army of 25,000 men on the borders of Cabul. An ambassador from the Nepaulese Rajah, to the Shah of Persia was lately stopped on the river Sutledge, conveying proposals to the Shah to come down upon the north-west frontier with a force composed of Russians, Persians, and Afghans; and in the meantime the Nepaulese Rajah, with the Goldenfoot of Ava, was to attack us in the north-east and in Arracan. It is said that Lord

Auckland already sighs for the quiet retirement of the Admiralty; and it is generally believed that he has not master mind enough to meet the approaching crisis. A few months will determine."—*Liverpool Chronicle*, Oct. 20, 1838.

INSTRUCTIONS FOR SHIPPING OF ALL NATIONS.

—The following paper has been drawn up by Capt. Beaufort, of the Hydrographical office, and its instructions are getting into use by the shipping of all nations; we publish it with the view of making it more generally useful:—

FIGURES TO DENOTE THE FORCE OF THE WIND.
0 denotes Calm.

1—Light Air—just sufficient to give steerage way.

2—Light Breeze	{ with which a well- conditioned man of war, under all sail, and clean full, would go in smooth water, from	1 to 2 knots.
3—Gentle do.		3 to 4 knots.
4—Moderate do.		5 to 6 knots.

5—Fresh Breeze { in which } Royals, &c.

6—Strong do. { the same } Single reefs and top-ship could gallant sails.

7—Moder. Gale { just carry } Double reefs, jib, &c.

8—Fresh Gale { close } Triple do. courses &c.

9—Strong Gale { hauled } Close-reefs & courses.

10—Whole Gale { with which she could } Close-reefed main topsail and reefed foresail.

11—Storm { with which she would be reduced } Storm stay-sails.

12—Hurricane { to which she could } No canvass.

If the following mode of expression were adopted, the state of the wind, as well as its direction, might be regularly marked every hour, in a narrow column on the log board.

LETTERS TO DENOTE THE STATE OF WEATHER.

b Denotes Blue Sky—whether with clear or hazy atmosphere.

c—Cloudy—i. e. detached opening clouds.

d—Drizzling rain.

f—Fog—f thick fog.

g—Gloomy dark weather.

h—Hail.

l—Lightning.

m—Misty or hazy—so as to interrupt the view.

o—Overcast—i. e. the whole sky covered with one impervious cloud.

p—Passing showers.

q—Squally.

r—Rain—i. e. continuous rain.

s—Snow.

t—Thunder.

u—Ugly threatening appearance in the weather.

v—Visibility of distant objects—whether the sky is cloudy or not.

w—Wet dew.

—Under any letter denotes an extraordinary degree.

By the combination of these letters, all the ordinary phenomena of the weather may be recorded with certainty and brevity.

DAMAGE BY LIGHTNING TO THE BRITISH NAVY.—Mr. Snow Harris, of Plymouth, has published a very elaborate inquiry on this subject. The number of cases of British ships struck by lightning amounts to 174; these comprise 74 line of battle ships, 55 frigates, 39 small class frigates and brigs, 1 cutter, 3 sheer-hulks, 2 ships in ordinary, 1 sheer at Halifax. In 55 of these cases, the full particulars as regards the damage done to the masts have not been ascertained. Deducting them, therefore, with the sheers and ships in ordinary, we shall have 114 cases of sea-going ships, the extent of damage to which has been ascertained. In this number will be found 47

line of battle ships, 37 frigates, 12 small class frigates, 17 brigs, 1 revenue cutter. Hence we have 96 vessels with three masts, 16 with two, and one with one. These 96 vessels with three masts were struck by lightning in the following manner:—55 on the main-mast, 24 on the fore-mast, 5 on the mizen-mast, 1 on the bowsprit, 6 on the fore and main, 5 on the main and mizen. So far, therefore, as our induction from these cases extends, about half the ships struck by lightning are struck on the main-mast; about one-quarter on the fore-mast; about one-twentieth on the mizen-mast, and not above one in a hundred on the bowsprit or jib boom. No instance is observed in which the fore and mizen-masts are struck, exclusive of the main mast; and only about five or six in a hundred in which either the fore and main or main and mizen-masts were struck together. In cases of vessels having two masts, about three-fourths appear to have been struck on the main-mast, and about one-fourth on the fore-mast. The number of cases, however, in the last instances, taken separately, is much too small for the purposes of calculation. By including a few cases, of which some particulars have been given, we find 17 in 104 instances, or about one in six, in which the ships have taken fire, in some part of the sails, mast, or rigging, and 52 cases, that is one-half, in which some of the crew have been either killed or wounded, or both. In about 100 cases we find two, or about one in fifty, in which damage has occurred to the hull; and in the whole 175 cases, one in which the ship was totally destroyed, and nearly all the crew perished; an occurrence, probably, more frequent than generally imagined. Of the facts which present themselves in a statistical point of view, it may be observed—that in about 100 cases of damage we find: Number of seamen killed, 62; wounded, 114. These are exclusive of one instance, in which the number killed is denoted as several, and of the instance of a frigate of 44 guns, in which nearly the whole of the crew perished; they are also exclusive of twelve instances in which the numbers wounded or hurt are set down as many or several. Now it may be observed by the official report made by order of the Admiralty in July, 1834, that the insurance of ships against damage by lightning, by an efficient protection, would at the utmost not exceed 6 1-2d per cent. upon their value, and would ultimately become very much less, probably under 3 per cent. The expense, therefore, on account of a first rate, would not at least exceed 13l. per annum; a second-rate, 11l.; a third-rate, about 9l.; a fourth-rate, 7l.; hence it may fairly be inferred that more money has been expended upon an average, annually, in spars alone, on account of damage by lightning; than it would have cost to have defended the whole navy. Now, when we reflect on the little importance which attaches to any consideration of expenditure, viewed in relation to the loss of life, and the services of ships, we have certainly to regret that some good and efficient protection on shipboard from lightning is not more generally resorted to in her Majesty's service, as well as in shipping generally.—[What the nature of that protection is to be, Mr. Harris does not inform us.]

THE movements of our Mediterranean squadron, up to the 10th instant, will be found under their usual head. It was at Vourla on that day. Admiral STOFFORD was about to pay a visit to Smyrna. The Turkish fleet was also in Vourla Bay when our advices came away. The Turkish sailors have shown themselves very apt in imitating the movements of the British ships. We mentioned a fortnight ago that an English lieutenant has been placed on board each of the Turkish Admiral's ships, in order to instruct their crews in making signals. This, our correspondent assures us, is the fact. A rumour is current at Malta that the British squadron was about to repair to the Black Sea.—*United Service Gas.* Oct. 27.

ROYAL NAVY.—On Thursday the walls of the city and its environs were covered with placards, advertising for able-bodied seamen, petty officers, and stout boys, to join her Majesty's naval service; period of servitude five years. Among others, the following inducements were held out to enter the service:—Wages for able-bodied men 34s. per month, to continue without deduction in sickness or health, during leave of absence, shipwreck, or capture; allotment of wages paid to wife or family punctually; good conduct leading to petty officers; rations, with pay, exceeding 30l. per annum; a liberal allowance of provisions, grog, cocoa, tea, &c.; bounty paid to men in actual service; admission to the Greenwich Hospital for wounds or service, letters free of postage, liberty to exercise trade or calling in every corporate town, their children eligible to Greenwich Hospital School, a month's pay in advance for pocket money.—*Ibid.*

EXAMINATION OF MIDSHIPMEN.—The following are the regulations adopted at the Naval College, Portsmouth, on the examination of Midshipmen in mathematics:—The examination of midshipmen is to begin at nine o'clock, and to finish at half-past four. They are to appear in their proper uniform. Midshipmen under examination are strictly forbidden to hold any conversation with each other during the examination. Should any one be detected in copying from another at the examination, such conduct will be laid before the Lords Commissioners of the Admiralty. One midshipman only is to be absent at a time. Each question is to be worked out in all its details, on a separate piece of paper: the number of the question is to be put at the top of the paper, and the candidate is to sign his name at the bottom. Any candidate giving the mere answer to a question without showing how it was obtained will get no credit for it, whether right or wrong. Only one solution to each question will be received. When a midshipman has finished his examination, he is to arrange his papers regularly according to the number of the questions, tie them up, write his name outside, and leave them on the examiner's table. The candidates are to assemble at the college on the day following the examination at ten, unless otherwise ordered.

MR. SMITH'S INVENTION FOR PROPELLING VESSELS.—The propeller is formed by two blades being fixed in an angular position at the end of a shaft, which is supported by an iron brace secured to the ship's side, working on hinges; the shaft can be raised or lowered into the water by means of a topping lift and universal joint. The inner part of the shaft is attached to a pinion wheel which acts on a larger wheel, and can be turned by manual labor either with the winch-handles or capstan, or by the power from a steam engine. The propeller is placed on each quarter of a vessel, and it transmits its impelling force by means of a quick rotatory action in the water. In light winds it would insure a vessel tacking or veering on reduced radii. It would keep a vessel clear of her anchor. It could be used for casting, or backing a vessel astern. In coming in or going out of harbor in light winds or calms it would propel a vessel ahead. If a vessel should by accident lose her rudder, or disable a mast or yard, the propeller might be used to steer her out of danger. It could be used as a substitute for propelling steam vessels whenever their paddle-wheels were disabled. It would be very useful to ships of war in taking up an advantageous position in action, especially if they should be opposed to steam frigates in a calm. It often happens that ships are stranded in calms, from a current setting them on rocks or shoals, or from missing stays when close in with the land; but if the propeller were used in time, such accidents would generally be avoided. A portable propeller could be used on small craft instead of sweeps or oars.

INCREASE OF THE BRITISH ARMY AND NAVY.—We mentioned sometime ago the probability of a considerable increase in the regular army, and we believe that we may now state with confidence that such a measure will very soon be carried into effect, both as it regards the Indian and Canadian forces. It is also designed to augment the strength of the navy, and bring several more ships into commission so soon as the crippled state of the naval establishments of the country shall admit of such an augmentation. This is, however, an arrangement more easy to talk about than to achieve. Lord Minto wants artisans to build his ships and sailors to man them. As for marine artillerymen, who will be more in requisition than ever, notwithstanding the expensive performances on board the Excellent, nine-tenths of of the number in demand have yet to be instructed in the science. With regard to the equipment of the fleet generally, in the event of any important increase of ships in commission, unless very different inducements are offered to those now in existence, we know not, neither does Lord Minto, how it is to be achieved.—*United Service Gazette.*

MITCHELL'S SELF-REGISTERING APPARATUS FOR SHOWING THE STABILITY AND VARIOUS MOTIONS OF SHIPS AT SEA.—The principle of the apparatus consists in the combination of two pendulums, working at right angles to each other, and moving pencils parallel to the axes of two cylinders (on which skeleton forms on paper are wound) made to revolve by a time piece, one pendulum moving in the line of the keel of the vessel, and thus indicating the pitching and scending motion; the other moving at right angles, or parallel to the beam, and thereby showing the degree of inclination and consequent stability of the ship. These pendulums are made to work in a fluid, and are so adjusted in a close vessel as only to oscillate with the movement of the ship. The whole apparatus is enclosed in a mahogany case, with a glass door, or front, and occupies the place of a writing desk, about twenty inches long, by thirteen wide, and may be conveniently placed upon a table against the foremast bulkhead of a captain's cabin in a ship of war, or in a yacht; the only condition required being to fix it in the line of the keel.

AN HISTORICAL SKETCH OF THE PROGRESS OF THE ART OF WAR.—BY RICHARD NICHOLSON MAGRATH, LIEUT. 3D REGIMENT.—The design of this brief treatise is to discuss, within a limited compass, the modes of warfare adopted from the remotest ages, and to trace the gradual improvement of the art, from the mere personal conflict of savage man, to the organized system, which constitutes what is properly designated the science of modern war.

In a modest introduction, Lieut. Magrath informs us that his "sketch" is merely the embodying of notes, collated during his course of military reading, and that he presents them to his brother officers in the hope of their proving a useful introduction to a course of studies on military science. In furtherance of the writer's hope, we strongly recommend this "sketch" to the attention, more particularly of the young military student, as he may therefrom extract some useful hints on the selection of his professional readings, independent of the knowledge he will derive from the "sketch" itself. We add a couple of extracts.—*United Service Journal.*

The manner in which the term infantry came to be applied to the foot soldiers of an army, is accounted for in different ways. Some suppose that, while the gentlemen who composed the cavalry were addressed by the respectful titles cavaliers, messieurs, &c., the foot, on the other hand, which consisted of common people, were spoken to familiarly, as 'mes enfans,' my lads. Hence the word *infanterie*, or *infanterie*. But some derive the name from a more

honorable origin, relating that one of the kings of Spain being engaged with the Moors, the whole of his men-at-arms were defeated and in full retreat, when the Infanta, collecting a body of foot, hastened to her father's assistance, and totally routed the infidel enemy. In order to commemorate so extraordinary an action, the Spanish foot was henceforth called infantry, from the title of the illustrious princess who led them in so glorious a manner."

"But the modern improvements in the fortification of sea-coast must interest islanders more than the advancement of any other branch of that art. The large and lofty castles of antiquity were found inadequate for the defence of harbors and landing-places when attacked by ships armed with cannon. Low batteries of heavy ordnance were consequently applied to the defence of sea-coasts; but being open in rear, were liable to be easily taken by parties landed for the purpose from the enemy's ships; and therefore block houses and defensible guard-houses were established in the batteries as keeps, to which their garrisons might retreat in case of necessity. These are still used in particular and favorable situations; but Martello towers are now generally esteemed the best defences for a line of coast. They are called Martello towers from a remarkable defeat which two British ships of war suffered in the year 1754, from a tower of this kind in Martello Bay, in Corsica, which was mounted with only one gun. The tower being a small and round object of strong construction, the fire of a ship agitated by the motion of the waves, has very little effect upon it; whereas the gun or guns upon the tower may be fired with such precision as to disable, in a very short time, any vessel which would venture within their range. The smallest Martello towers are thirty feet in height, and about the same in diameter at top; they are built with two stories, the upper one being intended for the accommodation of the troops; and the lower divided into several apartments, one serving for a powder magazine, the other for provisions and various kinds of stores. The lower story is usually covered over by light arches, and the upper by a bomb-proof arch, over which there is a flat terrace, entirely composed of masonry, commonly of a depth of five feet over the crown of the arch. Upon this terrace the guns are mounted, and it is surrounded by a strong parapet of masonry, six feet in height, with a banquette. The usual entrance to a Martello tower is a door nearly on a level with the first floor, and to which you ascend from without by a ladder, capable of being removed at pleasure. Over the door is placed a Machicote, to enable the garrison to fire down or throw grenades on any assailants who might attempt to storm the door. The guns upon Martello towers are mounted on traversing platforms, that is to say, on common garrison carriages, which, instead of being worked on fixed platforms, are worked on platforms moving on a central pivot. This contrivance gives the guns a more extensive command on every side than could possibly be attained upon fixed platforms. Sir William Congreve has of late years very much improved the plan of traversing platforms, and has adapted them to service in casemated ramparts with inverted embrasures, which last invention has been found to possess many advantages."

LAUNCH OF AN IRON SHIP.—On Thursday the first iron ship built in Liverpool, was launched from the building yard of Messrs. Jackson, Gordon and Co., the builders near the Potteries. As a model this ship is a beautiful thing. She has somewhat of the American build about her bows, has great breadth of beam, and a fine run. With the exception of her decks she is entirely built of iron. She is 271 tons old measurement, 24ft. 6in. breadth of beam, 13ft. 17 in. depth of hold, and 96ft keel, and has 99ft. 9in. so tonnage. All being ready, at eleven o'clock, the

dagger was knocked down, and the beautiful vessel, with all her masts and rigging up, glided majestically into the river. She was christened the "Ironside" by Captain Mitchell, formerly of the ship *Abbotsford*, who is to sail her. It is understood that she is for the Brazil trade. When in the water she floated like a cork, and her masts were as stiff and steady as possible.—*Liverpool Standard*.

THE FRENCH ARMY.—We quote the following from the *Annuaire Militaire*:—"Since August, 1830, the King has conferred the Marshal's baton upon five general officers, and appointed fifty Lieutenant-Generals and ninety-five Major Generals; out of these numbers there have been taken five Lieutenant-Generals and five Major-Generals from the staffs of his Majesty and the Princes. During the same period the King has granted 31 Grand Crosses of the Legion of Honor, and promoted to the rank of grand officers of the Order 101 officers of the army. Several of the officers attached to the Royal person have been created Peers of France; but this high distinction has been granted to other illustrious military officers, among whom we may name Marshal Soult, Admiral Duperre, Gens. Mathieu Dumas, Drouet d'Erlon, Excelmanns, Pajol, Rogniat, Roguet, Berthezene, Brayer, Haxo, and Heudelet; Admiral Jacob; Marshals Gerard, Grouchy, Lobau, and Valey; Gens. Neigre, Ormano, Gueheneuc, Aymard, Brun de Villeret, and Damremont."

WORKMEN EMPLOYED IN THE YARDS OF THE NAVY OF FRANCE.—There are at present 10,171 workmen of all descriptions employed in the five naval ports of this country; viz:—3,465 at Brest, 3,165 at Toulon; 1,102 at Rochefort, 1,312 at L'Orient, and 1,128 at Cherbourg; besides 1,000 artificers of the artillery, and 2,053 laborers, on the marine works connected with these ports. The *matériel* invested in the fleet generally, inclusive of the value of the vessels, is estimated at 298,463,000 francs, or about 11,938,520l.; the cost of the hulls alone, independent of any equipments, is valued at 60,739,000 francs, or about 2,429,560l. The annual consumption of hemp for cables, ropes, &c, amounted, between the years 1826 and 1830, to an average of 2,000,000 kilogrammes, or about 1,970 tons; at present it is not more than 1,200,000 kilogrammes, or about 1,180 tons, at the most. A ship of the line, when fully equipped, costs not less than 2,900,000 francs, or about 116,000l.; but the *Hercule*, which took out the Prince de Joinville to America, cost even more, viz:—2,939,525 francs, or about 117,580l.—*United Service Journal*.

MILITARY SYSTEM OF AUSTRIA.—According to a letter from Vienna, a military commission has long been sitting, and has not yet terminated its labors, employed in the discussion of changes to be made in the military system of Austria. One of the most important is said to be the intended shortening of the duration of service from fourteen to ten years for the German soldiers, and eight for the Italians. As to the Hungarians, the old time of the service for life is to be continued until the Government has come to an understanding on this subject with the Diet. To this, however, the 20,000 men lately raised by the grant of the Diet, are an exception, as the subsidy for their maintenance is voted for nine years only.

THE OFFICER'S LADY.—We received intelligence of the death of a fine gallant old veteran, Lieutenant John B——t, a lieutenant of 1796. He had been for some time on the half-pay of the 3d Veteran Battalion, but had formerly belonged to the Slashers. He was for many years sergeant major of our regiment, but in consequence of good conduct, and being an excellent soldier, was promoted to the rank of ensign and adjutant. The circumstances attending

this promotion are somewhat ludicrous. The moment honest John had received his commission and stood forth in all the dignity of a new uniform, with corresponding epaulettes—his arm unprofaned by crown and stripes, and his *sobriquet* of "Honest John" exchanged for the style and title of John B—t, Esq., of his Majesty's 28th regiment—the young officers, by whom he was very much respected, immediately went to his new quarters to congratulate him. Mr. B—t received them with all that embarrassment peculiar to one who finds himself suddenly upon an equality with his superiors of the day before. But the ensign's lady, Mrs. B—t, was missing. Now Mrs. B—t had been for many years in the regiment. She was, in fact, a "child" of the corps, though now grown old in its service, and during her whole life had made herself generally useful, by washing for the officers, and attending upon their wives. By her good humor and smart repartee she was a general favorite with all ranks, and few had wit enough to crack a joke with her. Her original name of Elizabeth had been, in the course of time, curtailed of its fair proportions, and she was then known by the less dignified, but, perhaps, more endearing diminutive of Bet. Thus Bet had become a privileged person; she was on familiar terms with all, and addressed every one, from the colonel to the drummer-boy, by his christian name. Col B—t, who lately commanded the 28th, was then a lieutenant, and, on paying his respects to the new officer, was the first to notice the strange absence of Mrs. B—t on so important an epoch in her husband's career. "Well, but Mr. B—t, how is this?" asked the young officer, "where is Bet?—I beg pardon, Mrs. B—t, I mean." This slip of the lieutenant, by the way, was not meant impertinently—it was the result of habit. "Really, sir," replied the newly made officer, stammering, "really I don't know; I asked her to clean herself, and come and pay her respects to the officers, and she laughed in my face!" "I see Mrs. B—t just now, sir," said a soldier who had just been made servant to Ensign B—t, and who was then busy in the barrack room, "and I asked her why she did not do as Mr. B—t told her, and clean herself to pay her respects to the officers, and what does she do sir, but burst out in a laugh, and says, 'Me pay my respects to the like o' them!—don't you wish you may get it?' Them was the words, sir, of the officer's lady," added the fellow with a grin. A general laugh followed this piece of intelligence, in which the ensign heartily joined, for John B—t was one of the best natured of men, and could laugh at a joke even at his own expense. The officers, however, were not to be foiled; away they went to seek the "officer's lady," for they were determined to make her do the honors; and at last, after a strict search, they found her in the kitchen, seated on a three legged stool by the fire side, and smoking a short black pipe, quite unconscious of the sensation she was creating. She had a soldier's jacket thrown across her shoulders, and her tattered straw bonnet was put on the "wrong side before." "Why, Bet!—Mrs. B—t I mean," said Lieutenant B—t, "we have been seeking for you everywhere; how is it that on such a day as this that you are not receiving your husband's brother officers in the parlour?" "And is that all you're troubling yourselves about, Johnny?" asked Mrs. B—t of the lieutenant, taking the short pipe from her mouth, then closing one eye, and peeping forth at him most intelligently with the other. "Why of course it is," rejoined the officer; "I was anxious to see you do your duty on such an occasion." "I know my duty, Johnny, as well as e'er a soldier in the regiment," returned Mrs. B—t, "but no duty o' the like as you say will cheat me out o' my pipe and chimbley corner; and I'll tell you what it is, old cock!" she added, with the easy familiarity of friendship, "the King may make my Jack a gentleman if he likes, but

I'm blessed if neither he, nor the Sultan of the Ingees can make Bet a lady! So now, Johnny, you may trot; you've got your answer."—*Bentley's Miscellany.*

DOMESTIC MISCELLANY.

STEAM BATTLESHIPS—No 1.

From the Washington Chronicle.

WASHINGTON, Dec. 25, 1833.—As a bill for constructing armed steam vessels has again been presented in the Senate by Mr. BUCHANAN, I trust I shall be excused for venturing a few remarks on the subject, as it is one which I conceive to be of vital importance to the welfare of our beloved country. I have frequently asked the question (merely for information) whether or not it is all-expedient that those peculiar vessels should be constructed of heavy compact, and solid live oak timber? I have ever, contended that it was not. It has ever been my expressed opinion (and I had some little experience in the affairs pertaining) that the frame of a steam vessel, strongly and compactly put together, of good white oak and locust timber, (the floors and futlocks of seasoned white oak, and the top timbers of locust) will last very nearly as long, and be full as efficient, as if it were composed entirely of live oak. And there are many advantages in favor of the above considerations, which I will endeavor to portray.

In the first place, the frame of a boat so constructed would be more buoyant, and the weighty machinery necessary to propel her would not bury her so deeply in the water, and, consequently, her working and sailing would be greatly facilitated.

Secondly, the live Oak timber requisite for the hull of a vessel, cannot be procured at a less expense than one dollar per solid foot, while that of white oak and locust can be had for less than half that sum.

Thirdly, white oak and locust timber can be obtained here and further north at the shortest notice, when, as is well known, it requires from four to six months for a contractor to get out a vessel frame of live oak in the Floridas, and further south, where only it grows.

It must be concluded by all, acquainted with the subject, that the heavy and powerful machinery which these vessels must be provided with to propel them through the water at a rapid rate, cannot but rack the frame of a vessel, be it composed of what it may, so that she will require frequent repairs, (that is, if she be kept constantly employed;) and after a steam ship has been rebuilt two or three times, it is the opinion of our oldest ship builders, to me expressed, that it is far cheaper to condemn the hull, and transfer her machinery, if it be good, to a newly constructed boat. Therefore it is that I contend that it will be far more to our advantage to have those vessels built of white oak timber. I am well aware that the live oak is far preferable for the frames of vessels forced through the element by wind and sail only, when but the decay of timber or accident would render it necessary to overhaul and repair them. But when the vessel is acted upon by steam, and the continued agitation of her machinery is causing every portion of her frame to work more or less, it must be apparent to every one who will take the trouble to investigate the material points connected with the subject, so to construct them, as has been submitted, not by me alone; (for I would not have the presumption to intrude my opinions on those whose knowledge and judgments are far superior to my own in all cases,) but by those with whom I have conversed on the topic, who have, in a measure, instructed me as to the propriety of what I have here advanced, and are men who, from long experience and practical knowledge of steam navigation and steam vessels, are capable of judging accurately of what is best calculated to render efficient that class of vessels for sea service.

It is well known to many that the timber of which English vessels generally are built is not in any way superior to our white oak, but they are so well and strongly put together, and securely copper fastened withal, as to render them safer, more permanent and durable than American vessels of the same class heretofore constructed by our shipwrights of New York, Boston, and other cities of our country. And, in my humble opinion, if the English and French plan of building steam vessels (more for service than mere show and fast sailing) should be adopted in the United States generally, the awful explosions, dreadful shipwrecks, and horrid sacrifices of human life, would be of less frequent occurrence on our rivers, bays, and lakes, in the different sections of the continent of America.

S.

No. 2.

WASHINGTON, Dec. 28, 1838.—Another important consideration in the construction of steam vessels for naval purposes, is, the method to be adopted to protect, as far as possible, the machinery from the enemy's shot. For it occurs to me that if a thirty-two pound shot should strike the wheel house of an ordinary built steam vessel, it would disorganize the whole apparatus in such a degree as to disable her entirely for further active and efficient operation; and if she should be engaged singly, with a steam vessel, she must, of course, (being incapacitated either for running or fighting,) lay at the mercy of her opponent. As those English and French steam vessels are now built, I am inclined to believe, they would make but a very poor fight at close quarters, and their only chance would be in manœuvring, so as to keep out of point blank range of each other's broadsides; by that mode of operating they might perhaps, protract the engagement, and then the advantage would depend altogether on the qualities of the vessels; and the one whose working facilities and sailing properties are superior to the other, would of consequence be the capturer; and the courage, coolness, and deliberation of either commander, would avail them but little, as they would dislike to engage at close quarters, lest a chance shot should disable the vessel at the commencement, and render her no longer manageable, when her antagonist could take up what position she pleased; and she must then surrender, (having received but trifling injury comparatively speaking,) or suffer to be cut up by a raking fire, without the power of returning the compliment by a single discharge of a gun, which could be brought to bear on her successful enemy.

Now it strikes me that a plan might be devised for defending, in a great measure, that most important part of the vessel, where the wheels, machinery, and apparatus pertaining thereto are located, from the immediate effect of the enemy's shot, especially if it should strike her obliquely at an angle of forty or forty-five degrees.

In examining the steam packet *Great Western*, I noted that her machinery, although very heavy and burdensome, was placed so compactly amidships, and so much below the decks as to cause but little agitation to the frame of the vessel, which frame (according to my idea of naval architecture) is constructed on a plan far superior to any that has as yet been offered to the American public for inspection by an American architect. She is frigate built, with considerable sheer to her forward cant, so as to give her bows a full appearance, with a clear run abaft the main breadth; and from enquiry I learned that her breadth of beam was greater than that of and steam ship of the same length of keel in the British service, and I observed that her guards project from the sides no farther than was absolutely necessary to support the wheels, which were narrower, considerably, than those generally used by our own steam vessels; and it must be clearly apparent to

any nautical man, at all familiar with ocean steam ships, that that arrangement must have a tendency to prevent the heavy rolling of the vessel in a rough sea, than which nothing is more detrimental or injurious to any craft, however constructed or propelled through the water.

I am under the impression, that if an armed steam vessel is constructed on a similar plan of the *Great Western*, with a few improvements, which I will take the liberty (always subject to the better judgment of those more experienced and better informed than myself) to suggest, she cannot but answer fully and efficiently the purpose, and effectively perform the service of coast and harbor defence, for which they are intended.

In the first place, those vessels should be frigate built, with a good depth of hold, so that the requisite machinery could be placed, as far as practicable, below the spar deck, and there so condensed as to take up no more space than is absolutely indispensable.

Secondly, they should be modelled with more than ordinary breadth of beam for depth of hold or length of keel, so that in either side an aperture could be formed large enough to admit one half the breadth of the wheel, and then the guards could be constructed in such a manner as to render the projection beyond the side not more than one half what it now is, as they would only be necessary to support the outer end of the axle of the wheel. The wheel house and guards abreast of the machinery should be built of good, solid, and well seasoned white oak timber, cased on the outside with wrought sheet iron about three-eighths of an inch in thickness; and then, if a shot should strike the house or guard, at any angle, it would glance without doing material injury, and it would be the study of the commander so to manœuvre his vessel as to keep out of the point blank range of his adversary's guns. It would be useless to case more than two-thirds of the houses built over the wheels, for, if a shot should pass through the upper part of the house, it could not displace or materially injure the working of the wheels, or carry away more than one or two of the buckets, which, of course, would not destroy the utility of those all important appendages, so entirely requisite to the locomotion of the boat.

Thirdly, I have ever doubted the propriety of overburdening those vessels with large and too powerful engines, such as are now used by the steam packets. An engine which is calculated to propel a packet through the water at the rate of seventeen knots, would be (in my opinion) superfluously large for a war vessel; as a small, well fabricated engine of sufficient horse power to propel her at the rate of twelve or thirteen knots, would be all sufficient for her to overhaul any sailing vessel, even if she had a good breeze; and, as I understand it, if those vessels are to be used only during calm weather, when the commander of a ship with sails alone, could not avail himself of his canvass to effect his escape. And again: an engine, strongly constructed, of as small dimensions as could be made to answer the purpose required, could be more compactly stowed, and, in consequence, better guarded from the disastrous effects of an enemy's shot.

In forming the model of a steam ship, methinks the stem should have but little rake, as that mode of construction is calculated to give strength to the bows; and if I was the constructor of one of those vessels, I should place the extreme breadth of beam somewhat further aft than that of an ordinary sailing vessel, so as to give more permanency to the hull amidships, where the great weight of the machinery is disposed, and on all occasions they should have a well compacted round stem, with an upright stern post, as that formation is much stronger than any other. The machinery should be simple and as little complex as consistent with what it is required to perform. I do not conceive it necessary for a steam

vessel to be provided with more than three or four chimneys at most, and they should be no longer than just sufficient to create a draft and carry off the smoke, and so constructed as to ship and unship, that in case they should be carried away by a shot during an engagement, they could be replaced by others, of which there should always be three or four spare lengths on board of each vessel, fitted out for sea service in time of war.

Of the probable cost, utility, and absolute necessity of those armed steam vessels, I shall take another opportunity to animadvert.

I am, &c.

S.

BOYS IN THE NAVY.—Our Navy Department requires a thorough reformation, both in organization and administration. * * * Our officers and seamen are generally good, and a few of our ships are excellent. But with 3,000 miles of sea coast, a commerce second only to that of Britain, and greater than that of all Europe besides, we have not a military marine sufficient to cope with the little kingdom of Holland, whose population does not exceed that of Pennsylvania, and whose internal resources are less than those of Massachusetts. This is not a position very creditable to a nation greater in territorial extent than all Europe, with thirteen millions of white population remarkable for energy, with agricultural and mineral wealth of great value, manufacturing industry of great productiveness, a commercial marine that covers the ocean, and that has expended more than a hundred millions of dollars upon a military marine in less than twenty years.

A great deficiency in our navy is the want of dock yards. We require one in each navy yard, and in some of them more than one. Our navy yards are six: Portsmouth, Charlestown Brooklyn, Philadelphia, Gosport, and Pensacola; and our docks are one at Charlestown and one at Gosport. If a ship in the West Indies require repairs, it can find no dock nearer than Gosport; and if that and the one at Charlestown be filled, the ship must be laid up till one of them be cleared, or the nation must submit to the expense and inconvenience of repairing it without a dock. The money saved by the use of a dock in repairing ships, would soon defray the expense of building it. We require one at Portsmouth, one at Philadelphia, one at Pensacola, two at Charlestown, two at Brooklyn, and two at Gosport.

But the greatest service that could be rendered to our navy, would be the employment of boys in our commercial marine. We want sailors of native growth, and cannot have enough of them without sufficient nurseries. Boys, not being admitted to our merchant ships in great numbers, grow up to occupations on land. Hence our ships must be recruited from foreign nations, or from landsmen too worthless for any regular occupation; and the consequence is a very low state of morals among our seamen, and mutinies and piracies in abundance. A few boys admitted to our whale and other fisheries, and a few more to our ships of war; but all these branches of the marine are not enough for a nursery of native seamen. We should follow the wise example of Britain, which requires every ship, military or commercial, to have boys for a certain proportion of its crew. Many of our most intelligent merchants perceive the utility of this, as a mode of preventing their grievous losses through piracy, mutiny and other crimes, resulting from that low state of morals that will prevail so long as their ranks are filled from the refuse of Europe and our own country. But in admitting boys, we should also adopt and strictly enforce regulations for their intellectual and moral improvement. Every ship, from the lowest to the highest, should be a school in which the morals of a child would be safe; and with a proper spirit among merchants, and proper regula-

tions by Congress, such object can be accomplished. We hope the Committee on Naval Affairs will do something for the benefit of the navy, and propose these, among other reforms.—*Philadelphia Ledger*, Dec. 22.

THE CHEROKEES.—By letters received from Col. FOSTER, of the 4th regiment of infantry, by Gen. SCOTT, and transmitted to the Adjutant General, it appears that the United States troops under that active and indefatigable officer have captured all the Indians concerned in the murder of two soldiers of that regiment in the Cherokee country. Of the five men who committed this cruel murder, four were executed by the Cherokees themselves who united with alacrity in the pursuit, and aided essentially in the capture of the murderers. The fifth, from his extreme youth, was retained a prisoner by the commanding officer. Col. FOSTER says: "The honor of the nation has been fully cared for, as well as the honor of the regiment to which I belong. At and over the graves of our murdered comrades, funeral honors were paid. For twelve days, the men of the regiment passed the mountains, crossed the streams, and threaded the valleys of the country, in detachments of from two to sixty, in search of the fugitives. The thirty-one Indians whom I had in my camp, and whom I held until the final termination of the affair, and then released, belonged to EUCHETTA's band. With him and the Oco-nee-lusly Indians under the FLYING SQUIRREL, their fathers, brothers, and husbands, pursued, captured, and finally punished the outlaws and murderers."—*Globe*.

TRIUMPH OF THE MOB AT OSWEGO!—The following extract from a letter dated "Oswego, January 2d," speaks for itself:

"The collector received information of the secretion of two brass pieces (a 6 and a 4 pounder,) in the cedar mill, adjoining the bridge in East Oswego, upon which he requested Capt. Gwynn, who is stationed here with a company of the 8th regiment, to place a guard over the guns until the next morning, (yesterday.) He did so—putting, I believe, two sentries upon the post. About 9 o'clock yesterday morning, the collector and one of the officers went with a serjeant's guard and commenced taking out the guns, when they were assailed by a few persons who had by that time collected upon the occasion. After bearing their insults for some time, (the mob constantly increasing,) the collector sent for the officer commanding, who came down with his whole company. The mob at this time amounted to some two or three hundred. After the soldiers had remained there about three quarters of an hour, they returned to their barracks—leaving the mob to triumph. The patriots then had their own sport. They obtained a supply of powder, mounted the guns and kept firing until dark. Last night, to crown the whole, the mob burned the collector and deputy marshal, Turner, in effigy.—*Y. N. Com. Adv.*

Major General SCOTT arrived at Sacket's Harbor on the 29th ult.—was called upon by many citizens of that place the next day; he reviewed the troops stationed there on the morning of the 31st, and on the afternoon of the same day left for Plattsburgh, in good health and fine spirits.

RICHARD PARKER, Esq., (son of Judge Parker of the Court of Appeals of Virginia,) has been appointed Paymaster of the U. S. army at Harper's Ferry, vice Dr. Daniel Bedinger, deceased.

PRINTING, OF EVERY DESCRIPTION,

Executed with fidelity and despatch at the Office of the

ARMY AND NAVY CHRONICLE.

WASHINGTON CITY ;
THURSDAY, JANUARY 10, 1839.

ADJUTANT GENERAL JONES.—In the proceedings of Congress, at the close of the last session, as published in our number for Nov. 29, page 349, will be found a short debate in the Senate, on the bill reported by the Military Committee, allowing brevet pay to the Adjutant General. The Report of the Committee with the memorial of General JONES, should properly have accompanied the publication of the debate, but it is not too late to introduce it now, and it will accordingly be found in the present number.

This document not only contains some interesting information relative to the military service, but it furnishes the highest official testimonials (from Mr. Secretary CASS, and Mr. Secretary BUTLER) honorable to Gen. JONES. It is due to this "able, faithful, and zealous officer," (to use the language of one of the ex-Secretaries) to publish the opinions of those gentlemen, which form a part of the aforesaid document. The argument is an able exposé of the subject, and also gives a brief historical account of the office of the Adjutant General, which has been for more than a quarter of a century, and is yet, a very important Military Bureau of the War Department. Mr. BUTLER was long enough at the head of the War Department to learn and appreciate the station and the usefulness of this deserving officer; and in his official paper (B) accompanying the report, he bears testimony to "the laborious, extensive, and important character of the Adjutant General's services." We see, likewise, that he regards "his case as one of *great merit*," and expresses the hope that it might receive the favorable action of Congress. In this hope we cordially unite, and trust that this may be among the number of bills taken up and passed.

FOREIGN SELECTIONS.—A large portion of the present number is taken up with copious extracts from our files of foreign journals, which have been some time waiting a chance for insertion. Since they were in type, we have received files of a later date, containing much matter of general interest, as well as for serious reflection, to our officers and Government.

We should never lose sight of the *possibility* of a war, either between two or more European Powers, or between ourselves and an European Power, however distant we may consider its *probability*, and desirous as all may be, mutually, of preserving friendly relations.

Among the articles which appear to us as deserving of serious reflection, is a letter addressed to the Duke of Wellington on the present state of the British navy, in which much stress is laid upon our naval preparations, and the superior strength and efficiency of our vessels are vauntingly set forth; not so much, it would seem, from the writer's belief in the correctness of his views, as with the probable design of arousing the attention of the British nation to the deficiencies of its own marine.

Whether the writer be one of those "croakers," so abundant every where, who, by presenting a sombre picture, hopes to gain credit for sincerity, it matters not. We have a right to use his arguments as an offset to the disparaging comments of other writers, who still consider England as "the mistress of the seas," her "wooden walls" as impregnable, and all the world as inferior to themselves.

So soon as we get through documentary and other pressing matter, we shall publish some parts, if not the whole, of this letter.

That the three principal Powers of Europe—Great Britain, France, and Russia—are narrowly watching each other's movements, and looking with jealous eye to the least design manifested by either of the others, of adding to their already overgrown dominions and colonies, is well known to every American. The outward policy of Europe is decidedly pacific; but when interest and policy clash, the latter is sure to kick the beam. When the peace of Europe is once broken, who can tell how many will be embroiled, ere tranquillity is again restored? It behooves us especially, whose property is scattered over every sea, and in every port, to be on the *qui vive*.

It is currently reported, and generally believed, that JOHN BOYLE, Esq., has been removed from the situation of chief clerk in the Navy Department. We can gain no information on the subject that can be relied on with certainty. All that we know positively is, that Mr. SIMMS, the second clerk, has been acting as chief clerk since Monday last.

There are various rumors afloat as to the cause of this removal, or suspension, all differing in some of the details, but agreeing in one point: that it is in consequence of a personal altercation in the Department between Mr. BOYLE and Passed Midshipman J. C. WALSH, of the navy, during which Mr. BOYLE struck Mr. WALSH.

We shall doubtless have the whole truth of the story, in the course of a few days.

AMERICAN SAILORS.—It is a fact that there is no class of sailors trading to the port of London, whose conduct is worse than Americans; and the best proof of this is, that in many of the public houses in the neighborhood of the docks they refuse to serve them, —*London Morning Herald*.

If the foregoing assertion be true, of which we have strong doubts,—or at least are inclined to believe it is highly colored—the *American* seamen alluded to are the foreigners who have crept into our mercantile marine, attracted by the high rate of wages, and who have polluted that as well as the navy.

We have quoted several articles recently from our own papers, urging in the strongest terms the importance of encouraging apprentices in the merchant service. The necessity of such a measure has been recommended to Congress, by the press itself, and by merchants, themselves the best judges, and the most immediately interested; and as commerce contributes by far the largest portion of our revenue, its interests are certainly deserving of the favorable notice and

action of the National Legislature. We fear that the present session is too short, to hope for the accomplishment of so desirable an object, and that it will be frittered away in useless debate upon abstract questions which cannot be definitively and satisfactorily adjusted. Why not, then, take up those, in supporting which all may unite, and which promise some beneficial return for the time devoted to them?

Next to our own service, the British is probably the best paid; and yet in that service great difficulty is experienced in procuring seamen to man their vessels. We have before us a copy of a placard posted over London, inviting petty officers, able-bodied seamen, and stout boys, to enlist for her Majesty's ships. After enumerating the comforts and advantages of the service, it states the pay at 34s. per month for able-bodied seamen,—equal to \$7.57; while the wages in our navy are \$12 per month, and in the merchant service range from \$14 to 18, according to the voyage, port, and season of the year. Need it be wondered at, when wages are so high, that our service is preferred?

The writer of a letter to the Duke of Wellington, on the state of the navy, observes in one of his notes: "When the Delaware, American 74, (100,) was in the bay of Naples, 1835, the ship was nearly manned with Englishmen, who, no doubt had expatriated themselves. English naval officers who visited her observed this, and especially that the petty officers were English."

Our own officers have admitted and at the same time deeply lamented, that a large portion of the crews of our public vessels were foreigners—not Englishmen particularly, but natives of every nation and clime; and hence the necessity for the most rigid state of discipline. Americans are more tractable, better educated, and apt to learn; but while superior inducements to gain a livelihood, if not to insure a competency, are held out on shore, they will naturally prefer that which promises the best return for labor.

This is a subject replete with sober reflection to all who desire the prosperity of the country, that its honor should be upheld on the ocean, and its flag protected from insult. Is it not better that we should be able to boast of a navy, manned with the hardy, independent, liberty-loving natives of the soil, who feel an interest, as well as a pleasure, in defending the stars and stripes, than to rely for aid upon those who have no real affection for us, and who, in the hour of need, may be found pointing the guns of our enemies against us?

All considerations—a love of country, a pride in her honor, a confidence in her prowess, and a regard for her future success in conflicts on the ocean—unite in recommending us to encourage, by every means within our reach, the increase of the number of NATIVE AMERICAN SEAMEN.

TO CORRESPONDENTS.—The lines, entitled "An Evening at Sea," do not possess sufficient merit for insertion in the Chronicle.

FLORIDA WAR.

Extract of a letter from an officer of the army, dated

"FORT HEILEMAN, Dec. 27, 1838.

"Since I last wrote, we have divers and sundry Indian news. On Sunday an Indian was taken some two or three miles down the creek. He was armed with bow and arrows, and we believe him to be a spy. He is stubborn, and as yet no information can be had from him. Yesterday morning an express from Col. FANNING, brought the following statement from him: That Tomoka John, the Indian guide and interpreter, had returned from his mission south. He states, that two days' journey from the camp (some distance down the Ocklawaha from Payne's landing) the squaw who was with him led him to an Indian camp, where there were some 200 or more Indians; among them say 50 warriors, with good rifles and ammunition. The chief received the guide cordially, and treated him well. He stated that he was on his way to camp Izard, on the Withlacoochee, where he expected to meet other Indians, (Tallahassee,) and from there they would all go to Tampa. The reason he gave for not going in to Col. FANNING's camp at once was the delay it would occasion. This is rather suspicious, and I must frankly tell you the whole story is not credited very strongly. I give you the report as I got it; you must make your own reflections on it, and give it as much credit as you think it is worth.

"Another report from Tomoka John is, that a band of runaway Creeks is in the country below the mouth of the Ocklawaha, between the Silver spring and the Ahapopka, who are ready and willing for a fight. A few days will probably test the truth of this report.

"Col. HARNEY arrived a few days since from Tampa. He states that 29 Indians, a few women included, have given themselves up to Capt. JOUETT, at Fort Cross, (on the road from Fort Clinch to Tampa.)

"Gen. TAYLOR was at Deadman's Bay on the 20th. A letter from there states that Major NOEL, of the 6th, with four companies, had gone out towards the head waters of the Econfinney, in search of a hostile band, said to be embodied there.

"This is, I believe, all the Indian reports we have had since I wrote you. The weather has been extremely cold. The thermometer, on Monday morning was down to 26°. I am almost certain that the young orange trees are touched. I saw ice an inch in thickness. This, you will allow, is very cold."

ARRIVALS AT WASHINGTON.

Jan. 7—Capt. G. S. Drane, 2d Arty.,	Gadsby's.
Lt. R. Bennett, acting P. M.	Polk's.
Brig. Gen. J. E. Wool, Insp. Gen.	Fuller's.
Lt. G. H. Pegram, 1st Infy.,	Brown's.

LETTERS ADVERTISED.

NORFOLK, Jan. 1, 1839.

NAVY—Captain — Smith, Lieuts. J. Glynn, S. S. Payne, 2; Purseers H. Etting, 2, G. F. Sawyer, 4; Dr. R. W. Leacock; Mid. P. U. Murphy, H. Waddell, H. H. Lewis, G. R. Gray, — McClary.

CHARLETON, S. C., Jan. 1—Capt. R. B. Screven.

SAVANNAH, Jan. 1—Capt. J. R. Vinton.

UNPAID LETTER REFUSED—Columbus, O., Jan. 6.

PASSENGERS.

NEW ORLEANS, Dec. 18, per ship Orleans, from New York, Lieut. R. E. Temple, of the army, on the way to assume the command of Baton Rouge arsenal. Dec. 22, per sloop Aid, from Tampa Bay, Lieut. — Baker, of the army. Dec. 23, per steamboat Rienzi, from St. Louis, Lieut. S. B. Thornton, of the army.

St. AUGUSTINE, Dec. 20, per steamer Wm. Gaston, for Black creek, Paymaster J. S. Lytle, of the army.

SAVANNAH, Dec. 30, per steamboat Wm. Seabrook, from Charleston, Lieut. W. A. Brown, of the army. Dec. 26, per ship Milledgeville, from New York, Lieut. E. R. Long, of the army, and family. Jan. 2, per steamboat T. Salmond, from Charleston, Lt. W. W. Mackall, of the army.

COMMUNICATIONS.

FLORIDA WAR.

Gen. Taylor's plan of the campaign of 1838-9.

FORT BROOKE, TAMPA. E. F., Dec. 22, 1838.

The campaign of the winter of '38 and '39 has been opened. Gen. TAYLOR, with nearly two regiments of troops to sustain him, is about to penetrate the swamps and hammocks lying between the Suwannee and Deadman's bay. It is thought that in two or three weeks, and perhaps as many days, he will meet the enemy in his strong holds, and by one grand blow destroy all his power in the north and west of the peninsula. Positive information has been received that about 200 warriors, principally Creeks and Tallahasseees, are now assembling in the vicinity of Deadman's bay, where they intend to make a stand. Our only fear is that they will not allow themselves to be brought into an engagement; a fight is all we want. It will certainly result in the death of many of the Indians, and at the same time frighten into action or submission all the remaining parties in the north. If our gallant old General should meet the enemy, we will look upon the war, as already ended. Flags of truce, and feigned negotiations are not to be allowed to interfere with the result of a battle. No such devices will be permitted to afford the enemy a chance of escape, should he once be got within reach of our troops. General TAYLOR, if he can find the enemy in force, will fight him at all hazards; and if he does, we confidently predict that he will thus put a stop to the incursions of the Indians on the settlers.

In the mean time, while Gen. TAYLOR is in pursuit of the enemy west of the Suwannee, Col. DAVENPORT, with 200 or 300 men, is engaged in scouring the hammocks along the Withlacoochee, where it is known there are several small parties of Indians. Many of these will no doubt be met and taken, or compelled to leave their hiding places and move south to the everglades, or east, to the region of the Ochlawaha and St. Johns. If the Indians should attempt to reach the everglades, they will very probably be taken by the troops under the command of Col. CUMMINGS, who will very shortly be engaged in cutting a road and establishing posts between this place and Fort Mellon. Or if they should not be thus taken, the completion of this line of forts (which will be by February) will effectually prevent them from returning to any of the country north of that line; while the troops occupying the region from Fort Mellon to the Eastern coast, will most effectually prevent the Indians in the south from re-occupying the country east of the St. Johns.

Effectual provision is made, also, to drive to the south, or to cut up, the Indians who still linger in the swamps and hammocks of the Ochlawaha. Four or five companies of dragoons are ordered to scour this country, and all that west and south of St. Augustine. To open the Ochlawaha country to the operations of our troops, Major CHURCHILL, with five companies of the 3d artillery, is engaged in opening a road from Pilatka, (which is situated on the St. John, just below the mouth of the Ochlawaha) towards Fort King; while Major BELTON, with two

companies of the 4th Artillery, operates towards Pilatka, as far as Payne's Landing.

All these measures seem to be well calculated to cut up the enemy, to dislodge him from his hiding places, to drive him to the south, or force him to submission. Such a number of troops operating in detachments, and all at the same time, on the different strongholds of the enemy, will prevent him from assembling in force, or from forming any general plan of operations. They will find themselves pursued by small but flying masses of troops, which, from their very smallness, can move with more despatch and secrecy, and therefore with more certainty of success than large bodies of troops, encumbered by trains of from 100 to 200 wagons. And it cannot be objected that these small detachments will be liable to be cut off by superior numbers of the enemy, because the Indians themselves will by this plan be kept from assembling, at any time or place, more than one-third of their number.

The Indians in the everglades, and along the southern coast and Keys, will stay there so long, it is probable, as they are unpursued, and enabled to live there in security and plenty. The Indians along the Ochlawaha, will be kept within the swamps and hammocks along that river, so long as the flying detachments along their borders, keep them in apprehension for their safety; or if they attempt to escape to the Withlacoochee or the everglades, they will be pursued and cut to pieces; and if not pursued will be met by the troops under Col. DAVENPORT, or Col. CUMMINGS. It is thus that they are to be attacked at the points north of Tampa and Fort Mellon, and that, too, with force sufficient to pursue them to the last extremity.

Supposing them to hold out, three months more will enable troops (if General TAYLOR's plan is carried into effect with spirit, energy, and boldness, by the officers in command of the different detachments) to drive the enemy from every point north of 28° latitude: that is, north of Tampa. Half, and nearly all the habitable part, of Florida will then be taken from the Indians. And this done, but little more of blood and treasure need be expended in the redemption of the swamps and everglades of the south. A few troops to occupy the posts between Tampa and Smyrna on the eastern coast, and to keep a vigilant guard on the intervals between the posts, to see that the enemy does not return to the north, will enable us to drive him to the south of the peninsula. Here the enemy will find a sufficient number of hiding places, if he should avail himself of them, to afford us sufficient leisure to digest new plans for his conquest.

These measures of General TAYLOR seem already to have their effect. In addition to about 120 Indians who have been here for a month or two, waiting to be sent west, about thirty Indians, at whose head was a sub-chief, gave themselves up at Fort Cross last week, and are now here, obedient to the will of the Government. It is rumored, too, that many others, both north and south of this place, intend to come in soon, and deliver themselves up to General TAYLOR. Many more, we are told, would come in, but they have heard that England is going to fight us, and they think they will then be allowed to remain, and all the troops be ordered away.

A SUBALTERN.

STEAM BATTERIES.

No. 3.*

WASHINGTON, Jan. 6, 1839.—In my last I hinted that I would make a computation of the probable cost of a fully equipped armed steam ship; but, as I have not the means of ascertaining precisely (at this time and place) what the machinery, boilers, &c., could be constructed for, such as would be required

* For Nos. 1 and 2, see extracts from the Washington Chronicle in another column.

for a steam ship of twelve hundred tons burthen, I must confine myself exclusively to the hull. The cost of this I shall be enabled to arrive at by a very simple mode of calculation, as I am well advised that the contract price for building the hull of a vessel of the very best white oak and locust timber is, generally under thirty dollars per ton; but in consequence of the difference of time that it would take to construct a vessel in a navy yard, where the work is always done *by the day*, I will set it down at full thirty dollars. For a ship of twelve hundred tons, this would amount to thirty-six thousand dollars; then, if we take into consideration the spars, rigging, sails, &c., necessary for a sailing vessel, and the wear and tear of those articles, we must come to the conclusion that a steam vessel will cost very little, if any, more than a ship constructed on the old established plan, and propelled by sails only. I am unable to judge accurately, but am inclined to be of opinion that fifty or sixty thousand dollars, at the outside, would be fully sufficient to provide a ship of that class with all the requisite machinery, with the apparatus pertaining included. Putting the cost of the machinery at sixty thousand dollars, the actual sum for constructing and rendering a steam vessel capable for sea service, would not amount to one hundred thousand dollars. That such vessel, so constructed, as I have estimated in a former letter, can be made equal to, and in every way as efficient for, warlike purposes, as any man of war in our service, has ever been, and ever will be, my unbiased opinion.

The idea that steam vessels cannot be employed in navigating the Atlantic ocean is daily becoming more and more ephemeral, and with me long has been so, as I have frequently seen English and French steamers riding out gales in the Mediterranean (in the Gulf of Lyons and Adriatic) as comfortably as ever did any vessel under double-reefed main-topsail. Of their utility for defensive purposes on our own great length of unprotected sea coast, no one can doubt. It must be fully apparent to the most uninformed, that it would be utterly impossible for an enemy, with any force of sailing vessels, however large, to blockade our ports for any length of time. These steamboats could, during calm weather, run out and take them at whatever advantage they pleased; and if they could catch one of the fleet, separated from the combined force, what would be more easy than, after raking her fore and aft for a while, to get out a line and take her in tow *safely* into the harbor?

It has long since been decided that England cannot again blockade the ports of France; and it is time that we, too, should begin a system of defence which must render formidable the same impression respecting our own harbors, which, as is well known, are not one quarter as well protected by fortifications as are the sea ports of France.

On the absolute necessity of having steam vessels added to our naval establishment, it is useless (here) for me to enlarge. Any person at all acquainted with maritime affairs, must be aware, that if an unfortunate occurrence should ever again place the bone of contention between us and either of our good friends, John Bull or Johnny Crapeau, they would, to a moral certainty, avail themselves of their superior advantage over us, (which they at present undoubtedly possess,) by ranging along our coast, from Maine to Louisiana, all the steam ships they could muster; and that would not be a small number, for England has already a goodly fleet of armed steam vessels, and, by accounts received, more are on the stocks. As for the danger that a steam ship would be subjected to on our coast in the winter season, why, it cannot be greater than that of a sailing craft. I am inclined to think their chance of escape would be somewhat better than that of any other; for, certainly, they could with much greater facility work off a lee shore, and two or three days

would run them into the harbor of Bermuda, from almost any point of our coast. An experienced sailor can tell pretty accurately, when a north easter is brewing; and he would not wait for ocular demonstration before he would be up and away for a harbor of safety, there to ride out the gale and prepare to renew operations again when it subsided.

These considerations, I hope, will be of sufficient importance to urge the early attention of our honorable Representatives to the subject. S

CONGRESSIONAL DOCUMENT.

ROGER JONES. [To accompany bill H. R. No. 481.]

JANUARY 27, 1838.—Mr. McKAY, from the Committee on Military Affairs, made the following Report: *The Committee on Military Affairs, to which was referred the petition of Roger Jones, Adjutant General of the army, report:*

That this case is very fully explained in the petition and accompanying documents to which reference is made. The argument by which the petitioner's claim to the pay and emoluments of his brevet rank is supported will be found in his letter, marked A, addressed to the Secretary of War. Though the committee is not satisfied that the act of Congress regulating the pay and emoluments of brevet officers, approved the 16th April, 1818, embraces cases of this sort, yet, as it has been applied to them, as is evident from the precedents cited, they can see no reason why the petitioner's case should be made an exception; and they therefore report a bill for his relief. In doing this, however, the committee will not be understood as either sanctioning the aforesaid precedents, or as being willing to extend the provisions of the act of the 16th April, 1818, to any other cases that may arise, though analogous to this.

The petition of Roger Jones, a citizen of Virginia, and colonel in the army of the United States, to the honorable the Senate and House of Representatives of the United States of America in Congress assembled, respectfully sheweth:

Your petitioner asks leave respectfully to state, that prior to the late war with Great Britain he was a lieutenant in the service of the United States; and that, immediately after war was declared, he received the commission of captain of artillery.

That he actively served on the frontiers, and in the enemy's territory on the Niagara and the St. Lawrence, during the whole of the late war.

That at its close, he left the lines with the rank of lieutenant colonel by brevet, for conduct and services, in the field, which his superior officers and the President of the United States, were then pleased to consider as "gallant and meritorious."*

That in the year 1818, the President appointed him the adjutant general of the northern division of the army, with the rank, pay, and emoluments, of a colonel; which appointment carried him to the frontiers of New York, where he sedulously performed his appropriate duties until the reduction of the army in 1821.

*Brevets conferred by President Madison:

Gen. JONES's first brevet,—that of Major—was conferred on the lines, when Captain of artillery, by President MADISON, "for distinguished services in the conflict of CHIPPEWA," July 5, 1814; and the brevet of Lieutenant Colonel dates from the 17th Sept. 1814, being the day of the memorable SORTIE from Fort Erie, under the victorious BROWN, "in which Major JONES was distinguished for his gallantry and good conduct." In 1834, President JACKSON conferred on Colonel JONES the brevet of Brigadier General, "for ten years' faithful service in one grade."—Ed. A. & N. C.

And your petitioner further states that, in the year 1825, the President again appointed him adjutant general, with the rank and the like pay and emoluments of a colonel; since which time he has been stationed at the seat of Government, as the adjutant general of the whole army.

That his duties, official responsibilities, and labors in the War Department, and at the headquarters of the army, have been more than quadrupled.

That, besides the zealous performance of all the incumbent duties as adjutant general of the army, under the major general commanding-in-chief, other important services are, by established usage, confided to and executed by your petitioner, as a military functionary of the War Office, *under the authority of the Secretary of War*.* And, with what ability or zeal this double series of arduous duties and varied services have been rendered for so many years, the records, the honorable Secretary of War, and others conversant with the matter, can best judge and attest.

And your petitioner begs leave further to state that, in 1834, the present Chief Magistrate, by and with the advice and consent of the Senate, was pleased to confer on your petitioner the brevet rank of a brigadier general, in consideration of the performance of "faithful service for ten years," in the grade of colonel. And it is with regard to the bestowment of this last-mentioned brevet, opening the way as it does,

**Memoranda of some of the practical duties which devolve on the adjutant general of the army, "relative to military commissions," as a functionary in the War Office, under the Secretary of War.*

I. The office of the adjutant general of the army, as one of the oldest military bureaux of the War Department, is the repository of the records which refer to the personnel of the army, in war as well as in time of peace; and of the military history of every officer and soldier, from the earliest period of the Government, so far as these may have been preserved.

II. The adjutant general is responsible to the Secretary of War for the registry of all military officers; and in his office is prepared and kept the record of all executive action relative to—

1. Appointments in the army.
2. Promotions.
3. Resignations.
4. Deaths.
5. Dismissals and other casualties.
6. All military commissions issued and distributed.
7. The official army register required for Congress, pursuant to resolutions of the Senate and House of Representatives.

III. In this military bureau of the War Office the names of all enlisted soldiers are entered, and their size-roll and enlistments recorded and filed.

IV. It is in this office where the monthly returns of the troops and the muster-rolls of companies, required by the 13th and 19th articles of war, are received and kept.

V. Where the inventory of the effects of deceased officers and soldiers are forwarded and recorded, as required by the 94th and 95th articles of war.

VI. Where the original proceedings of general courts martial are deposited and entered. See 90th article of war.

VII. In this office all the duties connected with the recruiting service are conducted: the detail of officers, furnishing of funds, assignment of recruits to different regiments, (under the general-in-chief.)

VIII. Where all the general regulations and orders which emanate from the Executive are communicated to the army.

IX. In this office the annual returns of the militia of the several States and Territories are received and deposited for safe-keeping, as well as the returns of the arms, munitions, and accoutrements, pertaining to the same, required by law to be made to the President of the United States.

X. The general returns of the militia of the United States, required for the use of Congress, pursuant to the act of March 2d, 1803, are consolidated in this office.

XI. Here, also, all appointments and commissions of the officers of the militia of the District of Columbia are registered and distributed, &c. &c.

now, for the first time, for the application of the contingent provisions of the special law of 1818, by which your petitioner hopes, not without reason, to obtain from your honorable body that relief and consideration to which he humbly conceives his station and his vastly augmented duties and labor justly entitle him.

Your petitioner respectfully submits, herewith, as the argument in the case, his letter A, of the 28th of January, to the honorable Secretary of War, in which he believes the claim to compensation according to his rank by brevet to be fairly established, as well by the precedents cited as the reasoning and just analogies and usage in the military service. Nevertheless, the honorable Secretary of War, duly appreciating, as he does, the services of your petitioner, and the more than equitable title to the higher compensation, is of opinion* that, under the language of the law, the benefits of its provisions cannot be extended to his case. This decision, therefore, virtually concedes a monopoly of the contingent benefits of the statute to one class of brevet officers, and excludes another class, in which brevets may have been won for "gallant conduct," even in the same field. It also denies the right of your petitioner, now and forever, to any participation of these benefits, and makes an exception of his case; for the precedents cited in the argument are admitted to be directly in point, the officers being of the staff with brevets, and, like your petitioner, serving as the chiefs of Military Bureaux in the War Department.

In consideration of the premises, therefore, your petitioner respectfully prays that your honorable body may be pleased to adopt such measures, if to them it should seem just or reasonable, or otherwise so explain the act, entitled "An act regularizing the pay and emoluments of brevet officers," approved April 16, 1818, as will allow and grant to him the pay and emoluments of his brevet rank, from and after the date of such commission, provided that the amount which he may have received as adjutant general, in virtue of his rank as colonel of cavalry, be deducted therefrom.

And your petitioner, as in duty bound, will ever pray.

ROGER JONES,

Adjutant General of the Army.

WASHINGTON, February 9, 1837.

B.

WAR DEPARTMENT, February 8, 1837.

I have carefully examined General Jones's communication of the 28th of January, and the several documents therein referred to, and have consulted the President thereon.

The laborious, extensive, and important character of the adjutant general's services justly entitle him to the pay and emoluments of his brevet rank; especially as, since his accession to the brevet rank of brigadier, the duties of the office have greatly increased, in consequence of the heavy military operations and other special matters which have demanded his attention. It is evident, also, that several of the precedents cited by him, of the chiefs of bureaux who receive the pay and emoluments of their brevet rank, are directly in point, particularly those of the colonel of the corps of engineers and the head of the Topographical bureau.

The President, however, has always doubted whether the acts of Congress allowing brevet pay were intended to embrace cases of this sort; and though he has not interfered with the usage which he found in force when he came into office, has not deemed it expedient to extend it to any new case. Concurring in those doubts, and being only temporarily charged with the care of the Department, I could not think it proper to grant the within application

*See the honorable Mr. Butler's decision of February 8, 1834, herewith respectfully submitted, (B.)

without the express authority of the President, which, for the reasons above stated, is necessarily withheld.

Under these circumstances, General Jones will be obliged to appeal to Congress; and, as I think his case is one of great merit, I trust it may receive the early and favorable action of that body.

B. F. BUTLER.

C.

OCTOBER 1, 1836.

I have examined with much care the claim of General Jones to be allowed his brevet pay.

So far as brevet pay is allowed to officers on account of their personal services, the claim of General Jones is a very strong one. I have found him an able, faithful, and zealous officer, and his services are of the same nature, and his liability to expense the same as other military officers having brevet rank stationed at the seat of Government. Were I free to act agreeably to my wishes, I should allow the claim without hesitation; but as the case does not appear to come within the written rules on the subject, being one of the class cited in the argument of precedents; and as it should, like these, be determined by the same unwritten rules of analogy, as to the principles of the service and the nature of military duties, the case is respectfully submitted to the President, together with General Jones's argument, which takes a full and I think a just view of the subject.

LEW: CASS.

A.

ADJUTANT GENERAL'S OFFICE.

Washington, January 23, 1837.

SIR: I respectfully request that you will take into consideration the propriety of allowing to the adjutant general of the army, his brevet pay and emoluments. Some remarks, illustrative of the subject and of the equity of the case, may be proper.

After various modifications of the general staff during the late war, the act of March 3d, 1813, provided for one adjutant and inspector general of the army, with the rank, &c., of brigadier general, and eight adjutants general of division, each with the rank of colonel of cavalry. The duties of a division adjutant general were limited to the particular division in which he served, while those of the adjutant and inspector general extended to the entire army, whose station was in the War Office, being there an indispensable functionary of that Department of the executive Government. At the close of the war with England, the act fixing the peace establishment abolished nearly the entire general staff. But, such being the requirements of the public service, President Madison then provisionally retained such branches of the staff as were indispensably necessary for the public service. Of this provisional staff, so retained, was the adjutant and inspector general of the army, and two adjutants general of division, each of whom was assigned to one moiety of the army, for duty with the troops under the orders of the respective commanding generals, while the principal staff officer, with the rank of brigadier, continued to discharge his important duties at the seat of Government. The act of April 24th, 1816, confirmed the provisional arrangement of the President, and the staff retained by him was now incorporated in the permanent peace establishment. This organization, under the confirmatory act of 1816, was still less perfect than it should have been, and among other improvements, as seen by the act of the 14th March, 1818, it was further completed by the addition of another important office, that of quartermaster general of the army, like that of the adjutant and inspector general of the army, then with equal rank, was created and established in the War Department. This efficient organization of the staff, which the experience of the war with Great Britain, and six years' subsequent peace, had tested and matured, continued

in successful operation until the reduction of the army in 1821. The adjutant and inspector general of the army, the two adjutants general of division, with their four assistants, were then all disbanded, and in lieu of these, one adjutant general, with the rank of colonel, (one of the division adjutants general,) was retained by the act, who, by executive arrangement, has ever since his appointment discharged the duties of adjutant general for the whole army. Besides being charged with the execution of these appropriate staff duties in the central office, of orders and military correspondence under the major general, other important services are rendered by the adjutant general, as a functionary of the War Office, under the Secretary of War.* Thus he performs a double series of duties, with the rate of compensation diminished in the ratio of the difference between an unavoidable increased expenditure in this expensive metropolis, and the economy easily observed at almost any military post. This, then, is the true state of the case: higher and more arduous duties, in amount more than quadruple, have devolved on this functionary, without the corresponding increase of compensation which is usually allowed in cases of superadded labor and responsibility; his compensation being no more than was formerly deemed to be due to a division adjutant general at a cheap post in the interior. This state of the service has been the result of unavoidable circumstances, not within the control of the Executive. But recently the case has been changed. The brevet of brigadier general, for fourteen years' faithful service in the grade of colonel, being now held by the adjutant general, places it in the power of the Executive, in virtue of the provisions of the law of 1818, regulating the brevet pay to accord to him, as in other like cases, the corresponding emolument; being such as pertained to the same office when held by his predecessor.

The foregoing recital shows that my predecessor was a brigadier general under the law; the history of the service attests that the duties of the present adjutant general exceed those of the late "adjutant and inspector," by all the duties now performed in the adjutant general's office which pertain to the headquarters of the army; for, prior to 1821, these were divided between the head quarters of the two major generals of division, each of whom had an adjutant general associated with him; but since 1821, these division staff duties have devolved on one staff officer, but which, to this extent, superadds to the business in this office, i. e. the former office of the late "Adjutant and Inspector General."

I may, therefore, respectfully assert that the command I necessarily exercise, and the double duties performed in the capacity of adjutant general of the whole army, and as a functionary of the War Office, under the Secretary of War, exceed those which devolve on any other colonel, as such; and that they are at least equal to the duties and exercise of a command appropriate to the rank of brigadier general; since they are more than equal to the measure of the duties incident to the same central office in the War Department, which devolved on my predecessor, the late adjutant and inspector general of the army, who, under the law, was a brigadier general. The application of the contingent provisions of the law, with regard to the allowance of pay, according to the brevet rank of any officer, may be compared to the axiom which declares that the things equal to the same thing are equal to one another. If, for example, the colonel of a regiment, with the brevet of brigadier, should succeed to the command of a brigadier general, he would be deemed to be on duty according to his brevet rank, and would be allowed, without dispute, the compensation corresponding to such rank. Now, my case is precisely analogous to the example stated; and the provisions of the law of

* Vide note, page 29.

1818, which justifies the paying of four major generals; when the organic law of 1821 provides for but one, also justify the claim of the adjutant general to his brevet pay, so far as any question arising out of any imagined restrictions of the organic law may be supposed to conflict with such claim.

I proceed now to examine some of the facts of the service from which may be deduced the practical interpretation of the law, as heretofore declared in other cases, and which authorized the allowance of brevet pay, &c. With regard to the allowance of brevet pay to officers of the line, the printed rules are clear and specific, just and liberal, and many officers at this time receive their brevet pay under them, among whom are three colonels of infantry, as brigadiers by brevet. But to officers of the staff, officers belonging to corps *without troops*, having brevets, the regulations do not apply; nor would it be an easy task to frame a written rule which could be applicable to every case. But, in this dilemma, it surely would not be argued, that therefore staff officers, officers of engineers, of ordnance, &c., who may have won brevets by gallant actions, can never receive the corresponding rates of compensation provided for by the statute. What principle, then, should test the equitable right in the case of staff officers; cases where the written regulations do not provide any rule, other than such as may be applicable to service in the line of the army? The only answer which can be responded is this: that the Executive must determine the right by analogy, by the estimate of the station of the officer, the enlarged and elevated character of the duty performed, and the importance of the services rendered; for, if the command of organized bodies of troops, if a numerical force be deemed to constitute the only possible basis on which to establish the right, then, indeed, the provisions of the special law, with regard to brevet compensation, could never apply to staff officers and engineer officers, as such; and therefore the law would be partial and cruelly unjust. But Congress never meditated the monopoly of these contingent benefits by one class of brevet officers, and their total denial to another alike meritorious; and so, in truth, has the President, more than once, wisely and justly decided. Hence the resort to the constructive rule of analogy, always held in reserve for cases which justify its application. The records show that this unwritten rule has been often applied, and its application to the analogous case of the adjutant general of the army of the United States cannot, in equity, I humbly conceive, be now withheld.

I will now turn to the list of these precedents. The Ordnance department being disbanded by the act of 1821, to reduce the army, all the duties relative thereto were subsequently conducted by the officers of artillery. In lieu of the colonel of ordnance so disbanded, the lieutenant colonel of the 2d regiment of artillery was assigned to the Ordnance office as the chief of the department, and, like his predecessor, he was stationed in the War Office, being there charged with the same description of duties. In 1825, the lieutenant colonel was promoted to the brevet rank of colonel, for "faithful service ten years in one grade;" when he was immediately allowed the pay and emoluments of his brevet rank, being exactly the same which his predecessor had received, who, under the law, was a colonel by commission; and by what rule let me respectfully ask, was this meritorious lieutenant colonel of artillery allowed the pay of a colonel by brevet, as an officer in charge of a military bureau in the War Office? Certainly not by printed regulations, for these declare that a brevet colonel must command a regiment to be entitled to pay as such; and the law provides that a regiment shall consist of ten companies.

The colonel of the corps of engineers was promoted to the brevet rank of brigadier general the 16th of March, 1829, to take rank from the 24th of May, 1828;

and the present Chief Magistrate decided that this meritorious officer was performing duties according to his brevet, and he has been allowed the corresponding pay, from the date of the commission. And by what rule? Certainly not the written rule, for this declares that, to be entitled to his pay, a brevet brigadier must command a brigade, which, by the regulations, is composed of two regiments, &c.

The senior major of the topographical engineers is a lieutenant colonel by brevet, and he is also deemed to be on duty according to his brevet rank, and deservedly receives the corresponding pay. And by what rule? Certainly not the written one, for that would require him to be in command of a battalion of not less than four companies; but the written rules relative to the allowance of brevet pay were made for, and are only applicable to, officers of the line when exercising command over regularly organized bodies of troops; nor could these with any regard to equal justice, be considered as common to the class of brevet officers, whose habitual duties separate them from service in the line with organized bodies of troops. Hence the resort to the rule of analogy derived from the spirit of the law, and which has been applied to the several cases of the respected officers just referred to. Accordingly, the measure of their right to the exercise of brevet rank, with respect to pay, was determined as each case arose by the President's just estimate of the station occupied, the importance of the service rendered, the elevated character of the duties performed, and the resemblance in all to the exercise of higher functions in virtue of rank by brevet, in cases of officers of the line.

To the benefit of these just and obvious principles, which have been favorably applied to similar claims of other brevet officers of the army serving in the War Department, I think I have a reasonable and just claim; and this, I believe, is the sentiment of nearly all the officers of the army whose attention has been drawn to the subject. The principle, having been decided by the Executive in each of the foregoing cases, must now be considered as settled. I will not permit myself, therefore, to apprehend that an exception will be made in my case.

I may appropriately remark that, since the reduction of the army in 1821, two regiments of dragoons and the ordnance corps have been added to the army, which, to that amount, considerably increase the duties of the adjutant general.

I deem it proper respectfully to state that I submitted my claim for the decision of the Secretary of War, the Hon. Mr. Cass, not long before he left the Department; and the letter I now have the honor to present for your action is a revision of the one which I laid before your predecessor and which he answered favorably, but not finally, on the 1st of October, just two days before he left the office. The great pressure of public business before the President at the time, and his subsequent indisposition, with other considerations relative to my own official engagements, have prevented me from laying this reasonable claim before you for final decision sooner than in the present month.

I am, sir with great respect and consideration,
your obedient servant,

ROGER JONES,

Adjutant General of the U. S. Army.

HON. B. F. BUTLER,

Secretary of War, ad interim.

ARMY REGISTER—Corrected to the 1st Sept., 1833.—A few copies only remain for sale at this office.

* * EARLY ORDERS for the Army Register for 1839 are respectfully solicited, to prevent disappointment to those who wish copies, as well as to determine the extra number to be printed.

NAVY REGISTER, for 1833.—A few copies for sale at a reduced price. Dec. 13—3t.

ARMY.

OFFICIAL.

GEN. ORDERS, } ADJUTANT GENERAL'S OFFICE,
No. 3. } Washington, Jan. 5, 1839.

I...The regiments employed on active duty in Florida, and those serving on the northern frontiers, having received all the recruits enlisted since July, or that could be furnished, (the former 830, the latter 442.) the superintendent will now take prompt measures to despatch to the southwestern frontiers, via New Orleans, the number of recruits required for the 3d and 4th regiments of infantry, at the following designated Posts:

4th Regiment of Infantry, Fort Gibson,	471
3d Regiment of Infantry, { Fort Jesup (4 companies)	156
{ Fort Towson (4 comp's)	210
{ Fort Smith (2 companies)	137
Total,	974

II...Musicians and artificers will be assigned to the several parties of recruits, in proportion to the number of companies stationed at each of the posts designated; and the quality of the men in other respects, especially in reference to size and stature, will, agreeably to usage be equally distributed, so that each regiment may receive its due proportion of recruits of like quality.

III...Commanders of regiments will, from time to time, make their requisitions on the General Superintendent for drummers and fifers, who will furnish them accordingly, having due regard to the wants of each regiment respectively; and in order to supply at the earliest day practicable, the full complement of musicians required for each company, the Superintendent is authorized to increase the number of boys enlisted for the purpose of learning music at the principal depot.

IV...The recruits enlisted at New Orleans for the 3d and 4th regiments of infantry will be sent to regimental Head Quarters (Forts Jesup and Gibson) without delay; and the necessary measures will be taken by the recruiting officers, under direction of their respective Colonels, agreeably to the regulations. Brevet Major Lear, of the 4th, now at Baton Rouge, will conduct the first detachment intended for his regiment, for which service he will repair to New Orleans without delay.

V...The men required to fill the ranks of the regiments serving on the northern frontiers, must now for the most part be recruited under the orders of the several commanding officers; for which purpose they are authorized to increase their interior stations to three. It is expected that the recruiting service by Posts, along the frontiers, will be pushed by each recruiting officer, that all commanders will exert themselves to advance the service agreeably to the Regulations. In selecting regimental recruiting stations, care will be taken not to interfere with places and sections of country occupied for the general service; nor establish any which may be too distant from the Head Quarters of the regiment.

VI...One officer of the 1st, one of the 2d Artillery, and one of the 8th Infantry, will be detached for temporary service, in command of recruits, with orders from his Colonel to report in person to Lt. Col. Clarke, the General Superintendent at New York.

By ORDER OF MAJOR GENERAL MACOMB:
R. JONES, Adj't. Gen.

SPECIAL ORDERS.

No. 1, Jan. 7—Lieut. A. B. Eaton, 2d Infantry, A. C. S., for duty in the Subsistence Department, and to report to the Commissary General for instructions.

No. 2, Jan. 9—Assistant Surgeon J. Martin, for duty at Augusta arsenal. Ass't. Surgeon G. R. Clarke, at Mount Vernon arsenal. Leave of absence for five months to Assistant Surgeon J. B. Wells.

RECRUITING SERVICE.

The following is a list of the several Recruiting stations for the army, with the names of the officers employed on this service.

GENERAL SERVICE.

Lieut. Col. N. S. Clarke, 8th Infantry, superintendent; stationed in the city of New York.

Bvt. Major G. Dearborn, 2d Infy., Fort Wood, Principal Depot, New York harbor.

Boston, Mass., 1st Lieut. J. L. Donaldson, 1st Arty

Providence, R.I. } 1st Lieut. R. D. A. Wade, 3d Arty

Hartford, Conn } (temporary.)

New York city, Capt. H. Bainbridge, 3d Infy

New York city, }	1st Lieut. R. H. Ross,	7th Infy
Brooklyn, N.Y. }		
Albany, N.Y. }	1st Lieut. A. C. Myers,	4th Infy
Schenectady, N.Y. }		
Utica, N.Y., }	1st Lieut. R. Allen,	2d Arty
Syracuse, N.Y. }		
Auburn, do }	1st Lieut. G. P. Field,	3d Infy
Philadelphia, Pa. }		
Reading, do }	Bvt. Major W.M. Graham,	4th Infy
Easton, do }	2d Lt. W. Potter (temp'y)	7th Infy
Trenton, N.J. }		
Pittsburgh, Pa. }	Captain F. Lee,	7th Infy
Baltimore, Md. }	Capt. D. S. Miles,	7th Infy
	1st Lieut. W. Chapman,	5th Infy
Newport, Ky. }	Capt. G. Andrews,	6th Infy
	2d Lt. N. Hopson, (temp'o'y)	7th Infy
Louisville, Ky. }	Capt. J. B. Clarke, (temp'o'y)	3d Infy
Raleigh, N.C. }	Capt. S. Mackenzie,	2d Arty
Fayetteville, do }	(temporary)	

DRAGOON SERVICE.

Capt. E. V. Sumner, 1st Dragoons, Superintendent; stationed at Carlisle Barracks.

New York city, }	1st Lieut. W. N. Grier,	1st Drags
Carlisle, Pa }		
Harrisburgh, do }	2d Lieut. C. F. Ruff,	2d Drags
Baltimore, Md. }		

REGIMENTAL RECRUITING STATIONS.

1st Artillery.		
Whitehall, N.Y., }	1st Lieut. M. J. Burke,	1st Arty
2d Artillery.		
Rochester, N.Y., }	Capt. A. Lowd,	2d Arty
Buffalo, do }	1st Lieut. J. Sedgwick,	2d Arty
Cleveland, Ohio, }	1st Lieut. J. Duncan,	2d Arty
3d Infantry.		
New Orleans, La. }	1st Lieut. A. G. Blanchard,	3d Infy
4th Infantry.		
New Orleans, La. }	Captain G. W. Allen,	4th Infy
5th Infantry.		
St. Louis, Mo., }	1st Lieut. D. Ruggles,	5th Infy
Jefferson Barracks, }	1st Lieut. J. H. Whipple,	5th Infy
8th Infantry.		
Watertown, N.Y., }	Captain J. A. Phillips,	5th Infy
Canandaigua, do }	Captain E. B. Birdsall,	8th Infy

In addition to the interior regimental stations above-mentioned, at each military post an officer is designated by his Colonel, whose duty it is to recruit for the garrison; and who, under the direction of the commanding officer of the post, we believe, is authorized to send his party to the neighboring villages and surrounding country.

NAVY.

ORDERS.

Jan. 2—Captain D. Turner, command of frigate Constitution, and flag officer of the Pacific squadron.

4—Surgeon J. M. Greene transferred from the Constitution to the Brandywine.

4—Sur. T. B. Salter, fleet Surgeon Pacific squadron.

5—Passed Mid. W. T. Muse, navy yard, Norfolk.

7—Commo. E. P. Kennedy, Inspector of Ordnance and ammunition.

8—Chaplain P. G. Clarke, transferred from the Constitution to the Brandywine.

Lieut. E. T. Doughty and P. Mid. W. B. Ludlow, to take passage in the frigate Macedonian, for duty in W. I. squadron.

RESIGNATION.

January 8—Charles H. Piper, Midshipman.

VESSELS REPORTED.

The U. S. revenue cutter Woodbury, Lt. Comdt. J. S. Nicholas, was lying at the South West Pass of the Mississippi on the 25th ult., to carry despatches to the coast of Mexico.

A ship, brig, and two schooners of the Exploring Expedition, spoken (date not given) lat. 7° N—lon 20° 59' W.

DEATH.

At his residence in Hampshire county, Virginia, on the 23d of December, Mr. JOHN DAVY, aged 103 years, 1 month, and 17 days. The decease came to this country as a drummer, with Gen. Wolfe, and was in the great battle fought at Quebec, between the British and France. He served also in the American army during the war of the Revolution.—Romney Intel.